

.....
Date..... February 11, 2008

RESOLUTION CLOSING HEARING ON THE 2008-1 OMNIBUS AMENDMENT TO THE CITY'S URBAN REVITALIZATION PLANS AND APPROVING SAME

WHEREAS, on June 15, 1987, by Roll Call No. 87-2630, the Des Moines City Council adopted a resolution, in accordance with the provisions of Section 404.2(1) of the Urban Revitalization Act, finding that the rehabilitation, conservation, redevelopment, or a combination thereof of the entire area then within the corporation boundaries of the City of Des Moines is necessary in the interest of the public health, safety, or welfare of the residents of the City and the area meets the criteria of Section 404.1 of the Code of Iowa; and,

WHEREAS, by Ordinance No. 11,026 passed July 6, 1987, as amended by Ordinance No. 11,065 passed September 21, 1987, the City Council designated the entire area within the corporate boundaries of the City of Des Moines as established on July 7, 1987, as the City-wide Urban Revitalization Area; and,

WHEREAS, on September 28, 1987, by Roll Call No. 87-4009, the Des Moines City Council adopted a resolution, in accordance with the provisions of Section 404.2(6) of the Act, approving the Urban Revitalization Plan for the City-wide Urban Revitalization Area, which plan (the "original City-wide Plan") has been repeatedly amended; and,

WHEREAS, on June 16, 1997, by Roll Call No. 97-2126, the City Council approved and adopted the Twenty-first Amendment to the original City-wide Plan, which adopted a restated plan (the "Restated City-wide Plan") which incorporated all prior amendments to the original City-wide Plan; and,

WHEREAS, at the times identified below and pursuant to the legislation identified below, the City has designated and adopted urban revitalization plans for eight additional urban revitalization areas within the territory annexed into the City subsequent to the designation of the City-wide Urban Revitalization Plan:

Ewing Park Urban Revitalization Area

Designation of Area 09/16/91 Ordinance No. 11, 719
Plan Adopted 11/18/91 Roll Call No. 91-4889

Sunrise Estates Urban Revitalization Area

Designation of Area 01/04/93 Ordinance No. 11,923
Plan Adopted 01/04/93 Roll Call No. 93-72

Creekview Estates Urban Revitalization Area

Designation of Area 08/23/93 Ordinance No. 12,033
Plan Adopted 09/07/93 Roll Call No. 93-3344

(continued)

★ Roll Call Number

Agenda Item Number

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4247 Beaver Avenue Urban Revitalization Area

Designation of Area	06/20/94	Ordinance No. 13,064
Plan Adopted	11/21/94	Roll Call No. 94-4459

Hickory Grove Urban Revitalization Area

Designation of Area	12/05/94	Ordinance No. 13,126
Plan Adopted	12/05/94	Roll Call No. 94-4624

Airport Business Park Urban Revitalization Area

Designation of Area	01/16/95	Ordinance No. 13,142
Plan Adopted	02/20/95	Roll Call No. 95-462

Airport Commerce Park West Urban Revitalization Area

Designation of Area	08/07/95	Ordinance No. 13,222
Plan Adopted	07/24/95	Roll Call No. 95-2860

Leland Avenue Urban Revitalization Area

Designation of Area	12/18/95	Ordinance No. 13,285
Plan Adopted	12/18/95	Roll Call No. 95-4725

WHEREAS, on February 28, 2005, by Roll Call No. 05-478, the City Council adopted the 2005-1 Omnibus Amendment to the City's Urban Revitalization Plans, extending the City-wide Tax Abatement Program until December 31, 2008, with an additional year for the completion of improvements commenced in 2008; and,

WHEREAS, the purpose of the proposed 2008-1 Omnibus Amendment to the Urban Revitalization Plans for the City of Des Moines is to amend each of the plans to extend the City-wide Tax Abatement Program for an additional three years until December 31, 2011, with an additional year for the completion of improvements commenced by December 31, 2011; and,

WHEREAS, a further purpose of the proposed 2008 Omnibus Amendment is to remove the downtown area from the Targeted Residential Development Area, effective for any improvements not commenced by December 31, 2010, and completed by December 31, 2011. Thereafter, improvements to residential property in the downtown area would be limited to the 5-year 100% schedule generally available City-wide rather than the special 10-year 100% abatement schedule now available for improvements to residential properties within the downtown and former CDBG Target Areas; and,

WHEREAS, it is further anticipated that within the time allowed by this extension, the City will undertake a comprehensive review and rewrite of the commercial and industrial tax abatement components of the urban revitalization plans; and,

(continued)

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Date..... February 11, 2008

WHEREAS, on January 7, 2008, by Roll Call No. 08-038, the City Council scheduled a public hearing on the proposed 2008-1 Omnibus Amendment to be held on February 11, 2008, at 5:00 p.m., in the City Council Chambers; and,

WHEREAS, due notice of the public hearing was published in the Des Moines Register on January 24, 2008, as provided by law; and,

WHEREAS, all persons appearing at the hearing and desiring to be heard regarding the said 2008-1 Omnibus Amendment have been given the opportunity to be heard; NOW, THEREFORE,

BE IT RESOLVED by the City Council of the City of Des Moines, Iowa, that:

1. The public hearing on the proposed 2008-1 Omnibus Amendment to the City's Urban Revitalization Plans is hereby closed.
2. After due consideration, all objections to the proposed 2008-1 Omnibus Amendment are hereby overruled.
3. The 2008-1 Omnibus Amendment to the City's Urban Revitalization Plans, attached hereto as Exhibit A, is hereby approved and adopted.

(Council Communication No. 08-052)

MOVED BY _____ to adopt.

FORM APPROVED:

Roger K. Brown

Roger K. Brown
Assistant City Attorney

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Exhibits:

"A" - 2005-1 Omnibus Amendment

COUNCIL ACTION	YEAS	NAYS	PASS	ABSENT
COWNIE				
COLEMAN				
HENSLEY				
KIERNAN				
MAHAFFEY				
MEYER				
VLASSIS				
TOTAL				

MOTION CARRIED

APPROVED

.....
Mayor

CERTIFICATE

I, DIANE RAUH, City Clerk of said City hereby certify that at a meeting of the City Council of said City of Des Moines, held on the above date, among other proceedings the above was adopted.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal the day and year first above written.

City Clerk

Date _____

Agenda Item 45

Roll Call # _____

EXHIBIT "A"

**2008-1 OMNIBUS AMENDMENT TO THE
URBAN REVITALIZATION PLANS
OF THE
CITY OF DES MOINES, IOWA**

Constituting the following numbered amendment to the urban revitalization plans for the following urban revitalization areas within the City of Des Moines.

<u>Amendment</u>	<u>Urban Revitalization Area</u>
Twentieth	City-wide Urban Revitalization Area (to Restated Plan)
Fourth	Ewing Park Urban Revitalization Area
Fourth	Sunrise Estates Urban Revitalization Area
Fourth	Creekview Urban Revitalization Area
Fourth	4247 Beaver Avenue Urban Revitalization Area
Fourth	Hickory Grove Urban Revitalization Area
Fifth	Airport Business Park Urban Revitalization Area
Fourth	Airport Commerce Park West Urban Revitalization Area
Third	Leland Avenue Urban Revitalization Area

HISTORY

City-wide Urban Revitalization Area

The City Council approved the original Urban Revitalization Plan for the City-wide Urban Revitalization Area by Roll Call No. 87-4009 on September 28, 1987. The original City-wide Urban Revitalization Area was comprised of the entire area within the boundaries of the City of Des Moines on July 7, 1987. The original Urban Revitalization Plan for the City-wide Urban Revitalization Area was amended twenty-one times as identified below. The Twenty First Amendment to the Plan adopted a Restated Plan. This is the Twentieth Amendment to the Restated Plan.

Adoption and amendment of the original Citywide Urban Revitalization Plan

<u>Action</u>	<u>Date</u>	<u>Roll Call/Ordinance No.</u>
Designation of Area	07/06/87	Ordinance No. 11,026
Amendment of Area	09/21/87	Ordinance No. 11,065
"Original" Plan Adopted	09/28/87	87-4009
First Amendment	06/05/89	89-2438
Second Amendment	07/24/89	89-3209 (expanded area)
Third Amendment	01/15/90	90-191
Fourth Amendment	06/25/90	90-2793
Fifth Amendment	08/26/91	91-3664
Sixth Amendment	09/08/92	92-3497
Seventh Amendment	03/15/93	93-973
Eighth Amendment	03/15/93	93-971
Ninth Amendment	05/17/93	93-1868
Tenth Amendment	01/03/94	94-114
Eleventh Amendment	08/01/94	94-3024
Twelfth Amendment	11/07/94	94-4273
Fifteenth Amendment	12/19/94	94-4781
Fifteenth Amendment	02/20/95	95-644 (expanded area)
1995-1 Omnibus Amendment	03/06/95	95-869
Sixteenth Amendment	05/22/95	95-2087
Seventeenth Amendment	07/10/95	95-2659
Eighteenth Amendment	10/16/95	95-3949
Nineteenth Amendment	12-02-96	96-4031
Twentieth Amendment	06/02/97	97-1975 (expanded area)
Twenty-First Amendment	06-16-97	97-2126 (expanded area & adopted Restated Plan)

Amendments to the Restated Urban Revitalization Plan

<u>Action</u>	<u>Date</u>	<u>Roll Call</u>
First Amendment	02-23-98	98-549 (expanded area)
Second Amendment	05-18-98	98-1628
Third Amendment	10-19-98	98-3272
Fourth Amendment	03-15-99	99-747
Fifth Amendment	07-12-99	99-2221
Sixth Amendment	10-18-99	99-3258
Seventh Amendment	02-07-00	00-361
2000-1 Omnibus Amendment	02-07-00	00-364
Ninth Amendment	12-18-00	00-4680

Tenth Amendment	07-23-01	01-2329
Eleventh Amendment	09-24-01	01-2932
Twelfth Amendment	06-03-02	02-1447
Thirteenth Amendment	10-21-02	02-2546
Fourteenth Amendment	02-09-04	04-315
Fifteenth Amendment	02-28-05	05-476
Sixteenth Amendment	02-28-05	05-478
Seventeenth Amendment	04-24-06	06-847
Eighteenth Amendment	08-07-06	06-1599
Nineteenth Amendment	09-10-07	07-1762

Other City of Des Moines Urban Revitalization Areas

Areas annexed into the City of Des Moines after the creation of the City-wide Urban Revitalization Area and before 1997 have not been added to that urban revitalization area. Instead, separate urban revitalization areas have been designated within the annexation areas were deemed appropriate by the City Council. The separate urban revitalization plans for these areas were adopted and amended as identified in the following table.

Ewing Park Urban Revitalization Area

Designation of Area	09/16/91	Ordinance No. 11,719
Plan Adopted	11/18/91	91-4889
(1st) 1995-1 Omnibus	03/06/95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Sunrise Estates Urban Revitalization Area

Designation of Area	01/04/93	Ordinance No. 11,923
Plan Adopted	01/04/93	01/04/93 93-72
(1st)1995-1 Omnibus	03-06-95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Creekview Estates Urban Revitalization Area

Designation of Area	08/23/93	Ordinance No. 12,033
Plan Adopted	09/07/93	93-3344
(1st) 1995-1 Omnibus	03/06/95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

4247 Beaver Avenue Urban Revitalization Area

Designation of Area	06/20/94	Ordinance No. 13,064
Plan Adopted	11/21/94	94-4459
(1st)1995-1 Omnibus	03-06-95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Hickory Grove Urban Revitalization Area

Designation of Area	12/05/94	Ordinance No. 13,126
Plan Adopted	12/05/94	94-4624
(1st) 1995-1 Omnibus	03-06-95	95-869
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Airport Business Park Urban Revitalization Area

Designation of Area	01/16/95	Ordinance No. 13,142
Plan Adopted	02/20/95	95-642
(1st) 1995-1 Omnibus	03/06/95	95-869
2nd Amendment	12/02/96	96-4040 (expanding area)
(3rd) 2000-1 Omnibus	02/07/00	00-361
(4th) 2005-1 Omnibus	02/28/05	05-478

Airport Commerce Park West Urban Revitalization Area

Designation of Area	08/70/95	Ordinance No. 13,222
Plan Adopted	07/24/95	95-2860
1st Amendment	12/02/96	96-4021 (expanding area)
(2nd) 2000-1 Omnibus	02/07/00	00-361
(3rd) 2005-1 Omnibus	02/28/05	05-478

Leland Avenue Urban Revitalization Area

Designation of Area	12/18/95	Ordinance No. 13,285
Plan Adopted	12/18/95	95-4725
(1st) 2000-1 Omnibus	02/07/00	00-361
(2nd) 2005-1 Omnibus	02/28/05	05-478

PURPOSE OF 2008-1 OMNIBUS AMENDMENT

The purpose of the 2008-1 Omnibus Amendment to the urban revitalization plans for the several urban revitalization areas within the City of Des Moines, Iowa, is to extend the term of all such plans and to provide a uniform termination date for such plans. The current urban revitalization plans generally limit tax abatement to the value added by improvements commenced prior to December 31, 2008, and completed by December 31, 2009. The 2008-1 Omnibus Amendment is intended to amend the urban revitalization plans for all the urban revitalization areas within the City to extend the availability of tax abatement to the value added by improvements commenced by December 31, 2011, and completed by December 31, 2012.

A further purpose of the proposed 2008 Omnibus Amendment is to remove the downtown area from the Targeted Residential Development Area, effective for any improvements not commenced by December 31, 2010, and completed by December 31, 2011. Thereafter, improvements to residential property in the downtown area would be limited to the 5-year 100% schedule generally available City-wide rather than the special 10-year 100% abatement schedule now available.

It is further anticipated that within the time allowed by this extension, the City will undertake a comprehensive review and rewrite of the commercial and industrial tax abatement components of the urban revitalization plans.

2008-1 OMNIBUS AMENDMENT

I. Amendments to the Urban Revitalization Plan for the City-wide Urban Revitalization Area.

- A. Section H(2) of the Urban Revitalization Plan for the City-wide Urban Revitalization Area is hereby amended to read as follows:

H. APPLICABILITY OF PLAN

2. **Time Frame.** Tax abatement under the revitalization plan shall be available for qualified improvements added during the period beginning on the effective date of designation of the City-wide Urban Revitalization Area on July 7, 1987, through December 31, 2011. Tax abatement under the revitalization plan shall also be available for qualified improvements added on or before December 31, 2012, which are part of a building project on a single subdivided lot or unsubdivided parcel of property under unified ownership, provided, that the following conditions are met:

- a. Necessary building permits for the project are obtained prior to or on December 31, 2011, and
- b. Construction on the project has commenced prior to or on December 31, 2011,

For purposes of determining commencement of construction, the following definitions apply:

- "Commencement of new construction of a building" means the first placement of permanent construction materials which are to become part of a building on a building site, such as the pouring of slabs or footings, or any work beyond the stage of excavation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets, walkways or utility connections; nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms.
- "Commencement of rehabilitation of or additions to an existing building" means, with respect to each individual improvement project involving rehabilitation of or additions to an existing building, (a) the first placement of permanent construction materials which are to become a physical

portion of the rehabilitation or addition, or (b) the first alteration of any wall, ceiling, floor or other structural part of the existing building.

Notwithstanding anything stated in this section, if the City Council determines at any time that the desired level of revitalization has been attained or economic conditions are such that the continuation of the exemption granted would cease to be of benefit to the City, the City Council may repeal the ordinance establishing the revitalization areas, pursuant to Section 404.7, Code of Iowa.

B. Section J(5) of the Urban Revitalization Plan for the City-wide Urban Revitalization Area is hereby amended to read as follows:

J. TAX ABATEMENT SCHEDULE

5. a) All qualified real estate within the Targeted Residential Development Area assessed as residential property or assessed as commercial property, if the commercial property consists of three or more separate living quarters with a least seventy-five percent of the space used for residential purposes is eligible to receive an exemption from taxation on the actual value added by the improvements. The exemption is for a period of ten years.

b) The boundaries of the Targeted Residential Development Area shall be as set forth in Appendix F (Rev. 4) and as shown on Map 7 (Rev. 4) for all qualified improvements which are added:

i) on or before December 31, 2010; or,

ii) on or before December 31, 2011, which are part of a building project on a single subdivided lot or unsubdivided parcel of property under unified ownership, where the following conditions are met:

(1) Necessary building permits for the project are obtained prior to or on December 31, 2010, and

(2) Construction on the project has commenced prior to or on December 31, 2010.

c) The boundaries of the Targeted Residential Development Area shall be as set forth in Appendix F (Rev. 5) and as shown on Map 7 (Rev. 5) for all qualified improvements which do not satisfy the requirements of subparagraph (b) above.

C. The Urban Revitalization Plan for the City-wide Urban Revitalization Area is hereby amended by adding thereto a new Appendix F (Rev. 5) and a new Map 7 (Rev. 5) in the form attached hereto.

II. Amendment to all other urban revitalization plans.

The termination provisions in the urban revitalization plans for each of the urban revitalization areas within the City, excepting only the City-wide Urban Revitalization Area, are hereby amended to state as follows:

Time Frame Tax abatement under the revitalization plan shall be available for qualified improvements added during the period beginning on the effective date of designation of the urban revitalization area which is the subject of this revitalization plan, through December 31, 2011. Tax abatement under the revitalization plan shall also be available for qualified improvements added on or before December 31, 2012, which are part of a building project on a single subdivided lot or unsubdivided parcel of property under unified ownership, provided, that the following conditions are met:

- a. Necessary building permits for the project are obtained prior to or on December 31, 2011, and
- b. Construction on the project has commenced prior to or on December 31, 2011.

For purposes of determining commencement of construction, the following definitions apply:

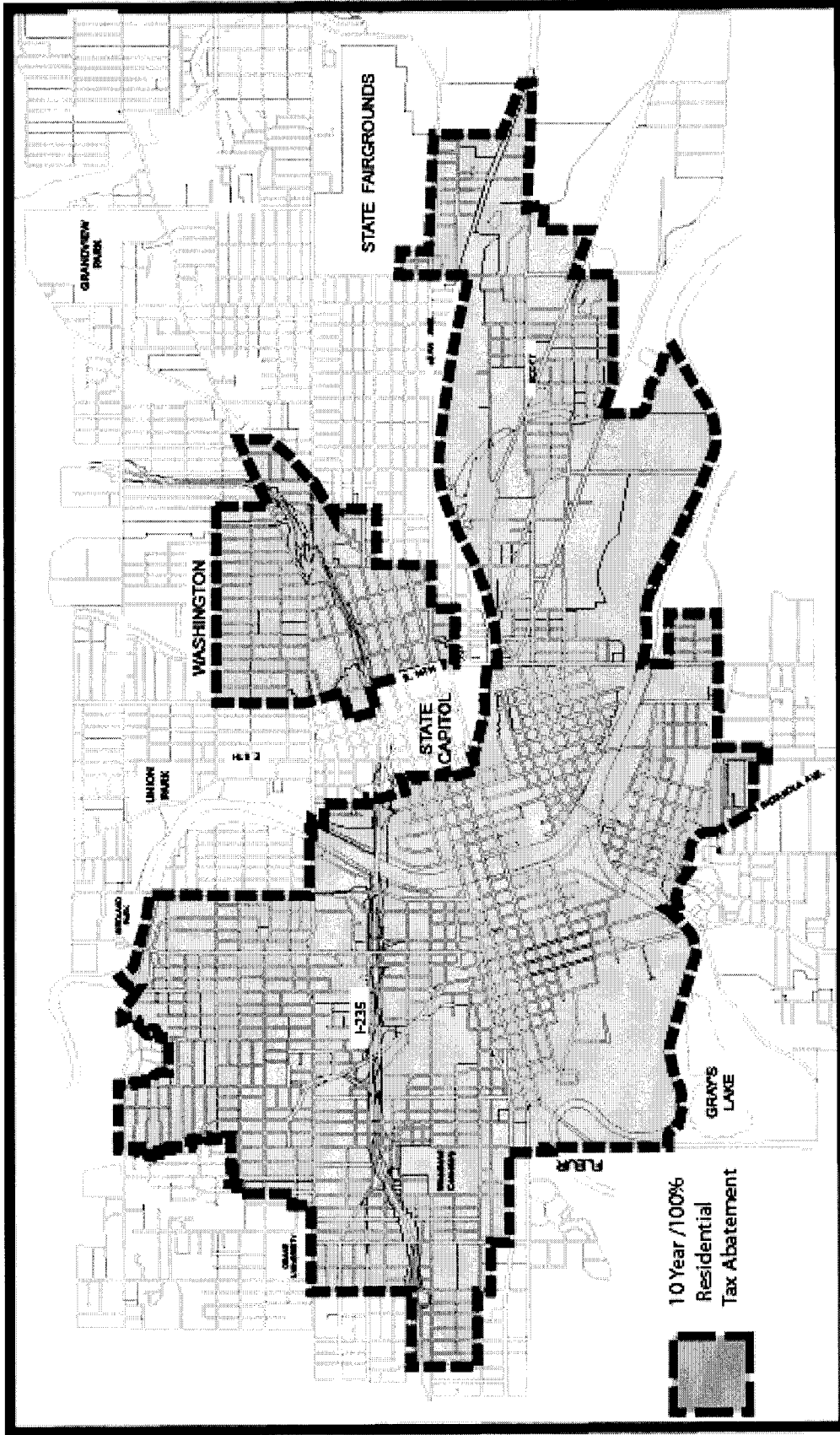
- "Commencement of new construction of a building" means the first placement of permanent construction materials which are to become part of a building on a building site, such as the pouring of slabs or footings, or any work beyond the stage of excavation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets, walkways or utility connections; nor does it include excavation for a basement, footings, piers or foundations or the erection of temporary forms.
- "Commencement of rehabilitation of or additions to an existing building" means, with respect to each individual improvement project involving rehabilitation of or additions to an existing building, (a) the first placement of permanent construction materials which are to become a physical portion of the rehabilitation or addition, or (b) the first alteration of any wall, ceiling, floor or other structural part of the existing building.

Notwithstanding anything stated in this section, if the City Council determines at any time that the desired level of revitalization has been attained or economic conditions are such that the continuation' of the exemption granted would cease to be of benefit to the City, the City Council may repeal the ordinance establishing the revitalization areas, pursuant to Section 404.7, Code of Iowa.

III. Conflicting Provisions Superseded.

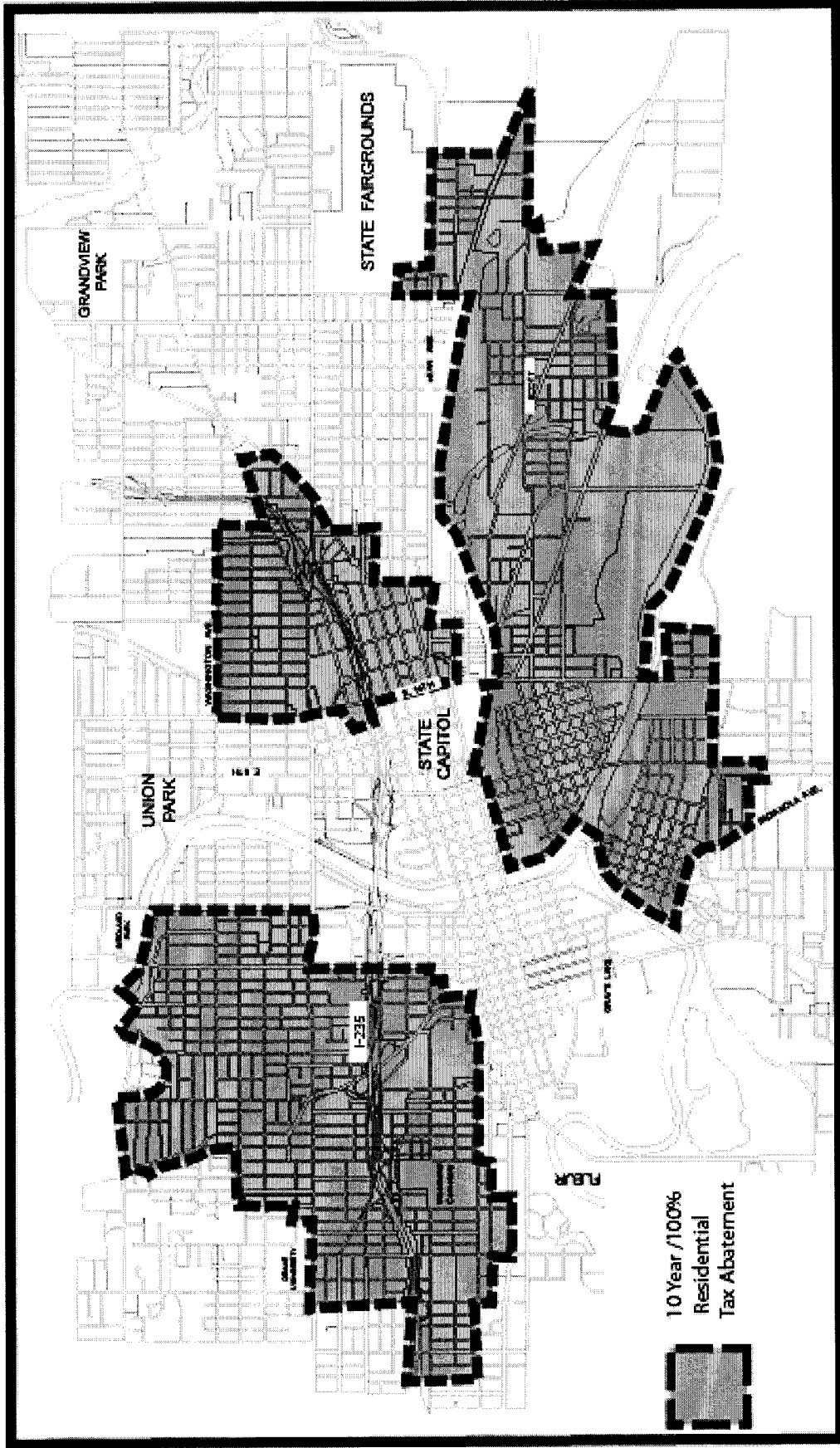
This Amendment shall supersede any conflicting provisions contained within the adopted urban revitalization plans for all the designated urban revitalization areas within the City of Des Moines, Iowa.

Map 7 (Rev. 4)
to the City-wide Urban Revitalization Plan
Targeted Residential Development Area



Note: Applicable to improvements which are added on or before December 31, 2010, and to certain improvements added prior to December 31, 2011, as more specifically described in the urban revitalization plan.

Map 7 (Rev. 5)
to the City-wide Urban Revitalization Plan
Targeted Residential Development Area



Applicable to improvements which are added after December 31, 2011, and to certain improvements added after December 31, 2010, as more specifically described in the urban revitalization plan.

APPENDIX F (Rev. 4)
TARGETED RESIDENTIAL DEVELOPMENT AREA

The Targeted Residential Development Area consists of the following areas:

1. The Logan Prime Service Area, as amended, as legally defined in the Eighth Amendment to the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 92-1207 on April 6, 1992.
2. That portion of the Southeast Prime Service Area approved in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by City Council by Roll Call No. 2907 on June 25, 1979, which is legally described as:

Southeast Prime Service Area (West of 30th Street)

Beginning at a point where the center line of East 30th Street intersects the center line of the Chicago, Rock Island and Pacific Railroad right-of-way, said point being on the East line of the Southeast Quarter (SE1/4) of Section 1, Township 78 North, Range 24 West of the 5th P. M.; thence South along the center line of East 30th Street to the center line of C. B. & Q. Street; thence westerly along the center line of C. B. & Q. Street to the North right-of-way line of Chicago, Burlington and Quincy Railroad in the South Half (S2) of the Northwest Quarter (NW1/4) of Section 12, Township 78 North, Range 24 West of the 5th P. M.; thence northwesterly along the North right-of-way line of the said railroad to the East line of the West 1545.6 feet of the Northwest Quarter (NW1/4) of said Section 12; thence South along the East line of the West 1545.6 feet of the Northwest Quarter (NW3) and the Southwest Quarter (SW1/4) of said Section 12 to the center line of a creek (said creek being located in the Southwest Quarter (SW1/4) of said Section 12 and running from Dean Lake to the Des Moines River); thence easterly along the center line of the said creek to the center line of the Des Moines River; thence westerly along the center line of the Des Moines River to the westerly extension of the center line of Raccoon Street; thence easterly along the center line of Raccoon Street to the East right-of-way line of Southeast 12th Street; thence North along the East right-of-way line of Southeast 12th Street to the southern right-of-way line of the Chicago, Rock Island and Pacific Railroad; thence easterly along the southern line of the Chicago, Rock Island and Pacific Railroad right-of-way to the point of beginning; all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

Southeast Prime Service Area (East of 30th Street)

Beginning at the intersection of S.E. 30th Street and Walnut; thence East, along the centerline of Walnut Street, to the centerline of S.E. 31st Street; thence South, along the centerline of S.E. 31st to the centerline of Dean Avenue; thence East, along the centerline of Dean Avenue to the northerly extension of S.E. 36th Street from Court Avenue to Dean Avenue; thence South, along the northerly extension of the centerline of S.E. 36th Street to the intersection of Court Avenue and S.E. 36th Street; thence continuing along the centerline of S.E. 36th Street to the centerline of Laurel Hill Road; thence southeasterly, along the centerline of Laurel Hill Road to the East section line of S.E. 1/4 of 6-78-23; thence South, along said section line to the centerline of Scott Avenue; thence West, along the centerline of Scott Avenue to the centerline of the Drainage Ditch that crosses Scott Avenue; thence southerly, along the centerline of said ditch, approximately

335 feet; thence West, along a straight line, to the East lot lines of Lots 1 and 21 of Fisherfield, an Official Plat; thence South, along said East lot lines to the centerline of S.E. 32nd Street; thence South, along the centerline of S.E. 32nd Street to the North right of way line of the Norfolk and Western Railroad; thence northwesterly, along the North right of way line of said railroad to the centerline of S.E. 30th Street; thence North, along S.E. 30th Street centerline to the point of beginning, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

3. That part of the Pioneer-Columbus Prime Service Area, approved in the Resolution Approving the Omnibus Urban Renewal Plan Amendment adopted by City Council by Roll Call No. 2907 on June 25, 1979, which is legally described as:

Beginning at the intersection with the center line of Southwest 7th Street and the Westerly projected center line of Indianola Road (formerly known as Indianola Avenue); thence northwesterly along the center line of Southwest 7th Street and its projection to the point of intersection with the mid-point of the Raccoon River; thence northeasterly along the middle line of the Raccoon River to the point of confluence with the mid-point of the Des Moines River; thence southeasterly along the middle of the Des Moines River to its intersection with the northerly projected center line of Southeast 14th Street; thence South along the projected center line of Southeast 14th Street, to its intersection with the Westerly projected center line of East Granger Avenue; thence East along the projected center line of East Granger Avenue to its intersection with the northerly projected center line of Southeast 16th Street; thence South along the projected center line of Southeast 16th Street to its intersection with the center line of Hartford Avenue; thence West along the center line of Hartford Avenue to its intersection with the center line of Southeast 6th Street; thence South along the center line of Southeast 6th Street to its intersection with the center line of Pioneer Road; thence West along the center line of Pioneer Road to its intersection with the center line of Southeast 5th Street; thence North along the center line of Southeast 5th Street to its intersection with the Easterly projected center line of East Gray Street; thence West along the projected center line of East Gray Street to its intersection with center line of Indianola Avenue; thence northwesterly along the center line of Indianola Avenue to its intersection with the Easterly projected center line of Hartford Avenue; thence West along the projected center line of Hartford Avenue to its intersection with the South projection of the West line of the East 50.0 feet of Lot 23 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M.; thence North along the South projection of the West line of the East 50.0 feet of said Lot 23 and along the North projection of the East 50.0 feet of said Lot 23 to the center line of Hillside Avenue; thence East along the center line of Hillside Avenue to the intersection with the North projection of the West line of the East ½ of Lot 22 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M.; thence South along the North projection of the West line of the East ½ of said Lot 22 to the point of intersection with the North ½ of said Lot 22; thence East along the North ½ of said Lot 22 to the East line of said Lot 22; thence South along the East line of said Lot 22 to a point being 120.0 feet North of the Southeast corner of said Lot 22; thence East along a straight line being 120.0 feet North of and parallel with the South line of Lot 21 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M., to a point being 90.2 feet East of the West line of said Lot 21; thence South along a straight line being 90.2 feet East of and parallel with the East line of said Lot 21 to the

intersection with the South line of said Lot 21, also being a point on the North right-of-way line of Hartford Avenue; thence East along the North right-of-way line of Hartford Avenue and along the East projection of the North right-of-way line of Hartford Avenue to the center line of Indianola Avenue; thence northwesterly along the center line of Indianola Avenue to the point of intersection with the center line of Southeast 1st Street and Indianola Road; thence northwesterly along the center line of Indianola Road (formerly known as Indianola Avenue) to the point of beginning, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

4. The Woodland-Willkie Prime Service Area, as legally defined in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 2907 on June 25, 1979.
5. That part of the Model Cities Prime Service Area, as legally defined in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 2907 on June 25, 1979, excluding the following property:
 - Property within the Central Place Industrial Park Redevelopment Program Area, as legally defined in the Original Urban Renewal Plan for the Central Place Industrial Park Redevelopment Program adopted by the City Council by Roll Call No. 2390 on May 20, 1985; and
6. The Des Moines Urban Renewal Project No. 1 - River Hills Urban Renewal Area, as legally described in the Des Moines Urban Renewal Project No. 1 - River Hills -- Urban Renewal Plan, adopted by the City Council by Roll Call No. 964 on March 28, 1960.
7. The Capitol-Center Development Area, as legally described in the Capitol-Center Development Area Urban Renewal Plan, adopted by the City Council by Roll Call No. 3748 on August 2, 1973.
8. The Riverpoint Capitol-Center Development Area Urban Renewal Area as described in the Restated Urban Renewal Plan adopted by the City Council by Roll Call No. 97-4066 on December 22, 1997.

APPENDIX F (Rev. 5)
TARGETED RESIDENTIAL DEVELOPMENT AREA

The Targeted Residential Development Area consists of the following areas:

1. The Logan Prime Service Area, as amended, as legally defined in the Eighth Amendment to the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 92-1207 on April 6, 1992.
2. That portion of the Southeast Prime Service Area approved in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by City Council by Roll Call No. 2907 on June 25, 1979, which is legally described as:

Southeast Prime Service Area (West of 30th Street)

Beginning at a point where the center line of East 30th Street intersects the center line of the Chicago, Rock Island and Pacific Railroad right-of-way, said point being on the East line of the Southeast Quarter (SE1/4) of Section 1, Township 78 North, Range 24 West of the 5th P. M.; thence South along the center line of East 30th Street to the center line of C. B. & Q. Street; thence westerly along the center line of C. B. & Q. Street to the North right-of-way line of Chicago, Burlington and Quincy Railroad in the South Half (S2) of the Northwest Quarter (NW1/4) of Section 12, Township 78 North, Range 24 West of the 5th P. M.; thence northwesterly along the North right-of-way line of the said railroad to the East line of the West 1545.6 feet of the Northwest Quarter (NW1/4) of said Section 12; thence South along the East line of the West 1545.6 feet of the Northwest Quarter (NW3) and the Southwest Quarter (SW1/4) of said Section 12 to the center line of a creek (said creek being located in the Southwest Quarter (SW1/4) of said Section 12 and running from Dean Lake to the Des Moines River); thence easterly along the center line of the said creek to the center line of the Des Moines River; thence westerly along the center line of the Des Moines River to the westerly extension of the center line of Raccoon Street; thence easterly along the center line of Raccoon Street to the East right-of-way line of Southeast 12th Street; thence North along the East right-of-way line of Southeast 12th Street to the southern right-of-way line of the Chicago, Rock Island and Pacific Railroad; thence easterly along the southern line of the Chicago, Rock Island and Pacific Railroad right-of-way to the point of beginning; all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

Southeast Prime Service Area (East of 30th Street)

Beginning at the intersection of S.E. 30th Street and Walnut; thence East, along the centerline of Walnut Street, to the centerline of S.E. 31st Street; thence South, along the centerline of S.E. 31st to the centerline of Dean Avenue; thence East, along the centerline of Dean Avenue to the northerly extension of S.E. 36th Street from Court Avenue to Dean Avenue; thence South, along the northerly extension of the centerline of S.E. 36th Street to the intersection of Court Avenue and S.E. 36th Street; thence continuing along the centerline of S.E. 36th Street to the

centerline of Laurel Hill Road; thence southeasterly, along the centerline of Laurel Hill Road to the East section line of S.E. 1/4 of 6-78-23; thence South, along said section line to the centerline of Scott Avenue; thence West, along the centerline of Scott Avenue to the centerline of the Drainage Ditch that crosses Scott Avenue; thence southerly, along the centerline of said ditch, approximately 335 feet; thence West, along a straight line, to the East lot lines of Lots 1 and 21 of Fisherfield, an Official Plat; thence South, along said East lot lines to the centerline of S.E. 32nd Street; thence South, along the centerline of S.E. 32nd Street to the North right of way line of the Norfolk and Western Railroad; thence northwesterly, along the North right of way line of said railroad to the centerline of S.E. 30th Street; thence North, along S.E. 30th Street centerline to the point of beginning, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

3. That part of the Pioneer-Columbus Prime Service Area, approved in the Resolution Approving the Omnibus Urban Renewal Plan Amendment adopted by City Council by Roll Call No. 2907 on June 25, 1979, which is legally described as:

Beginning at the intersection with the center line of Southwest 7th Street and the Westerly projected center line of Indianola Road (formerly known as Indianola Avenue); thence northwesterly along the center line of Southwest 7th Street and its projection to the point of intersection with the mid-point of the Raccoon River; thence northeasterly along the middle line of the Raccoon River to the point of confluence with the mid-point of the Des Moines River; thence southeasterly along the middle of the Des Moines River to its intersection with the northerly projected center line of Southeast 14th Street; thence South along the projected center line of Southeast 14th Street, to its intersection with the Westerly projected center line of East Granger Avenue; thence East along the projected center line of East Granger Avenue to its intersection with the northerly projected center line of Southeast 16th Street; thence South along the projected center line of Southeast 16th Street to its intersection with the center line of Hartford Avenue; thence West along the center line of Hartford Avenue to its intersection with the center line of Southeast 6th Street; thence South along the center line of Southeast 6th Street to its intersection with the center line of Pioneer Road; thence West along the center line of Pioneer Road to its intersection with the center line of Southeast 5th Street; thence North along the center line of Southeast 5th Street to its intersection with the Easterly projected center line of East Gray Street; thence West along the projected center line of East Gray Street to its intersection with center line of Indianola Avenue; thence northwesterly along the center line of Indianola Avenue to its intersection with the Easterly projected center line of Hartford Avenue; thence West along the projected center line of Hartford Avenue to its intersection with the South projection of the West line of the East 50.0 feet of Lot 23 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M.; thence North along the South projection of the West line of the East 50.0 feet of said Lot 23 and along the North

projection of the East 50.0 feet of said Lot 23 to the center line of Hillside Avenue; thence East along the center line of Hillside Avenue to the intersection with the North projection of the West line of the East ½ of Lot 22 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M.; thence South along the North projection of the West line of the East ½ of said Lot 22 to the point of intersection with the North ½ of said Lot 22; thence East along the North ½ of said Lot 22 to the East line of said Lot 22; thence South along the East line of said Lot 22 to a point being 120.0 feet North of the Southeast corner of said Lot 22; thence East along a straight line being 120.0 feet North of and parallel with the South line of Lot 21 Official Plat of the West ½ lying South of the Des Moines River Section 10, Township 78 North, Range 24 West of the P.M., to a point being 90.2 feet East of the West line of said Lot 21; thence South along a straight line being 90.2 feet East of and parallel with the East line of said Lot 21 to the intersection with the South line of said Lot 21, also being a point on the North right-of-way line of Hartford Avenue; thence East along the North right-of-way line of Hartford Avenue and along the East projection of the North right-of-way line of Hartford Avenue to the center line of Indianola Avenue; thence northwesterly along the center line of Indianola Avenue to the point of intersection with the center line of Southeast 1st Street and Indianola Road; thence northwesterly along the center line of Indianola Road (formerly known as Indianola Avenue) to the point of beginning, all now included in and forming a part of the City of Des Moines, Polk County, Iowa.

4. The Woodland-Willkie Prime Service Area, as legally defined in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 2907 on June 25, 1979.
5. That part of the Model Cities Prime Service Area, as legally defined in the Resolution Approving the Omnibus Urban Renewal Plan Amendment, adopted by the City Council by Roll Call No. 2907 on June 25, 1979, excluding the following property:

Property within the Central Place Industrial Park Redevelopment Program Area, as legally defined in the Original Urban Renewal Plan for the Central Place Industrial Park Redevelopment Program adopted by the City Council by Roll Call No. 2390 on May 20, 1985; and
6. The Des Moines Urban Renewal Project No. 1 - River Hills Urban Renewal Area, as legally described in the Des Moines Urban Renewal Project No. 1 - River Hills -- Urban Renewal Plan, adopted by the City Council by Roll Call No. 964 on March 28, 1960.
7. The Capitol-Center Development Area, as legally described in the Capitol-Center Development Area Urban Renewal Plan, adopted by the City Council by Roll Call No. 3748 on August 2, 1973.

8. The Riverpoint Capitol-Center Development Area Urban Renewal Area as described in the Restated Urban Renewal Plan adopted by the City Council by Roll Call No. 97-4066 on December 22, 1997.

But excluding the area bounded by the following streets and lines:

Starting at the intersection of High Street and 23rd Street; thence East on High Street to intersection with Martin Luther King Jr. Parkway; thence North on Martin Luther King Jr. Parkway to Woodland Avenue; thence East on Woodland Ave to 10th Street; thence North on 10th Street to Pleasant Street; thence East on Pleasant Street to 8th Street; thence North on 8th Street to Park Street, and continuing North on 8th Place to Center Street; thence East on Center Street to 6th Avenue; thence North on 6th Avenue to University Avenue; thence East on University Avenue to E. 6th Street; thence South on East 6th Street and the southern extension of the West right-of-way line of E. 6th Street to Lyons Street; thence East on Lyons Street to Pennsylvania Avenue; thence South on Pennsylvania Avenue and continuing South on E. 7th Street to E. Court Avenue; thence East on E. Court Avenue to the West line of the vacated E. 8th Street right-of-way; thence South on the West line of the vacated E. 8th Street right-of-way to the North right-of-way line of E. Vine Street; thence West on the North right-of-way line of E. Vine Street and the portions of vacated E. Vine Street and the western extension of the North right-of-way line of E. Vine Street to the East bank of the Des Moines River; thence South on the East bank of the Des Moines River to Scott Street; thence West on Scott Street to the West bank of the Des Moines River, also being the South bank of the Raccoon River; thence southwesterly and westerly along the southerly bank of the Raccoon River to its intersection with the South line of Government Lot 11, West of the Raccoon River, of Section 8, Township 78 North, Range 24 West of the 5th P.M., an Official Plat; thence westerly along the South line of said Government Lot 11 and the westerly projection thereof to a point located 33.0 feet West of the center line of said Section 8; thence northerly along a line 33.0 feet West of and parallel with the center line of said Section 8 to its intersection with the South line of Lot 1, of the Official Plat of the Northwest 1/4 of said Section 8; thence southeasterly along the South line of said Lot 1 to a point 75.0 feet West of the East line of said Lot 1; thence northerly along a line 75.0 feet West of and parallel with the East line of said Lot 1 to a point 225.0 feet South of the North line of said Lot 1; thence westerly along a line 225.0 feet South of and parallel with the North line of said Lot 1 a distance of 18.0 feet; thence northerly along a line 93.0 feet West of and parallel with the East line of said Lot 1 a distance of 225.0 feet to the North line of said Lot 1, also being the South right-of-way line of Grand Avenue; thence northwesterly to a point on the North right-of-way line of Grand Avenue which is 40.0 feet North and 100.0 feet West of the Southeast corner of Lot 9, of the Official Plat of the Southwest 1/4 of Section 5, Township 78 North, Range 25 West of the 5th P.M., an Official Plat; thence northerly along a line 100.0 feet West of and parallel with the East line of said Lot 9 and along the northerly projection thereof to Ingersoll Avenue; thence West on Ingersoll Avenue to 23rd Street; thence North on 23rd Street to High Street, being the Point of Beginning.